



TO: GENERAL COMMITTEE

SUBJECT: COUNTRY LANE NO PARKING ANYTIME

WARD: 9

PREPARED BY AND KEY CONTACT: M. KAVECKAS, SENIOR TRANSPORTATION OPERATIONS TECHNOLOGIST, EXT. 4876

SUBMITTED BY: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: B. ARANIYASUNDARAN, P.ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That Traffic By-law 2020-107, Schedule '1', "No Parking Anytime" be amended by adding the following:

"Country Lane North side from Yonge Street to a point 40 metres west thereof."
"Country Lane South side from Yonge Street to a point 62 metres west thereof."

PURPOSE & BACKGROUND

2. Staff in the Development Services Department received the request to investigate the feasibility of implementing No Parking Anytime Restrictions on Country Lane and report back to General Committee.
3. Country Lane is a two-lane minor collector roadway with an Average Annual Daily traffic of approximately 4,000 vehicles and an urban cross-section with 11 metres of pavement width. Barrie Transit provides service on Country Lane between Yonge Street and Dean Avenue. A signalized intersection was installed with associated pavement markings at Yonge Street and Country Lane as part of the Yonge GO Subdivision. Please refer to the area map in Appendix "A".
4. Currently, there are No Parking Anytime restrictions on both sides of Country Lane 30 metres west of Yonge Street. These signs were installed under the City's general provision to prevent vehicles parking within 30 metres of the intersection to improve sight lanes. Outside of these restrictions, parking is permitted along both sides of the road with overnight on-street parking prohibited December 1st to March 31st between 12:01 a.m. and 7:00 a.m. for winter maintenance.

ANALYSIS

5. Staff performed preliminary site investigations to understand the current parking conditions and found concerns with parked vehicles in close proximity to the intersection of Yonge Street and Country Lane. City transit and other vehicles were experiencing issues when there are parked

vehicles on the north and south side as motorists are required to either weave across the yellow centreline or enter into the opposing turning lane. The limits of the existing left turn lane stretch 95m west of Yonge Street on Country Lane (31m of left turn storage, 64m of lane taper).

6. Staff consulted with Transit for their comments on No Parking Anytime. Drivers and Staff were in support of proceeding with the restrictions as it would improve safety at the intersection.
7. A mailout was prepared and mailed to 17 property owners on Country Lane to investigate on-street parking with the proposed options of restricting parking on both sides of Country Lane from Yonge Street to a point 100m west thereof. Three responses were received, and the results of the questionnaire are as follows:

CUTHBERT STREET ON-STREET PARKING SURVEY	RESPONSES RECEIVED IN FAVOUR	PERCENTAGE OF RESPONSES
Option "A" – Maintain the current on-street parking along both sides of Country Lane	1	33%
Option "B" – No Parking Anytime on both sides of Country Lane from Yonge Street to a point 100m west thereof.	2	67%
<u>Total (Out of 17)</u>	3	18%

8. A review of the survey responses identified three total responses, 1 was in favour of implementing further parking restrictions (33%) while 2 were satisfied with the current restrictions (67%).
9. Concerns from residents noted conflicts with motorists when vehicles are parked on both sides of Country Lane near the intersection of Yonge Street. They expressed that this has only happened since there was the installation of the traffic signal. Although residents noted this conflict, some were opposed to restricting parking on both sides of Country Lane for 100m from Yonge Street. They felt this scenario was unnecessary and did not want to lose on-street parking in front of their homes.
10. Staff consulted Traffic Systems staff with regards to the existing length of the left turn lanes storage and taper length on Country Lane at Yonge Street. Staff advised the storage and taper length of the lane could be reduced to 20m of storage and 30m of taper from the stop bar. This reduction in length would only require a parking restriction of 40m on the north side and 62m on the south side, opposed to 100m on both sides. This reduction in the left turn lane will not negatively affect the operations at the traffic signal. This scenario would allow for a parking restriction in the conflicting zone around the intersection of Yonge Street and Country Lane while still providing there to be on-street parking on the street where it is safe to do so.
11. Based on the site investigations, consultation with Transit and Traffic Systems staff, and comments received from the mailout, Staff recommends that the following amendments are to be made to the Traffic By-law.

That Traffic By-law 2020-107, Schedule '1', "No Parking Anytime" be amended by adding the following:

- "Country Lane North side from Yonge Street to a point 40 metres west thereof."
- "Country Lane South side from Yonge Street to a point 62 metres west thereof."

12. The realignment of the existing pavement markings to the proposed plan can be accommodated in early 2023.
13. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement staff do not oppose the recommendation.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

14. There are no environmental and climate change impacts related to the recommendation.

ALTERNATIVES

15. The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could maintain the existing Traffic By-law 2020-107 Schedule '1', "No Parking Anytime". (i.e., Status Quo)

This alternative is not recommended as it has been identified by staff and residents that there is a conflict with vehicles manoeuvring around Yonge Street and Country Lane. This is a potential safety concern as motorists are crossing the yellow centreline around parked vehicles.

Alternative #2 General committee could implement the initial proposed parking restriction by amending Traffic By-law 2020-107 Schedule '1', "No Parking Anytime". (Both sides of Country Lane from Yonge Street to a point 100m west thereof)

This alternative is not recommended as there is an opportunity to reduce the existing left-turn storage and taper lengths at the intersection on the west leg of Yonge Street and Country Lane which would require a reduced parking restriction to allow for on-street parking.

FINANCIAL

16. The costs associated with the installation of "No Parking Anytime" signs and removal and installation of pavement markings are approximately \$1,000 and can be accommodated in the 2022/2023 Operating Budget.

LINKAGE TO 2022-2026 STRATEGIC PLAN

17. The 2022-2026 Strategic Plan has not been completed at the time this report is being presented.
18. The recommendation of amending the "No Parking Anytime" Traffic By-law to further restrict parking on Country Lane will improve safety for motorists and pedestrians. The recommendation also provides permitted on-street parking in areas where Staff feel it is safer to park. This prioritizes Council's goal of creating safer streets.

Attached: Appendix "A" – Country Lane No Parking Anytime Restrictions Area Map

APPENDIX "A"

Country Lane No Parking Anytime Restrictions Area Map

